

## BURNING OF THE AUSTRIA.

## FURTHER STATEMENTS.

[A dispatch announcing the arrival of the Norwegian ship *Catania* at Quebec, with twenty-two persons taken from the wreck of the *Austria*, whose names are given, will be found on the sixth page of this paper. The following dispatch was received last night.]

QUEBEC, C. E., Monday, Oct. 4, 1858.

We have ascertained the following further particulars from the rescued passengers:

The pump on board the ill-fated vessel, in connection with the fire-engine, was not in working order. Some attempt was made to render it available, but the progress of the flames was too rapid. The life-boats were hanging amidst, consequently it was impossible to get at all of them. One was lowered, crowded with people, but, being seized by those already in the water, capsize and swamped. Another was so long being lowered that the people in it sprang into the sea to escape the flames. Near the forecastle, ropes were made fast to chains outside, and to those numbers hung, but, as the flames progressed, one by one gave way, and found a watery grave. On the bowsprit the passengers were laid out tier upon tier, piled one on top of the other, sometimes four deep. This was a last resort, and from this they were finally driven till only one man remained seated on the extreme end. Eighteen persons got hold of the chain forming the bowsprit-stay, and clung to it till it broke the following morning. A seaman clambered from the stay to the bowsprit and found there was a probability of extinguishing what fire was there, and accordingly gave directions to those clinging to the stay to dip portions of their clothing in the sea and pass the same up to him. This was done, and the fire was so far subdued as to render the bowsprit a place of comparative safety. They remained there until the boats from the *Catania* picked them off.

The following is the statement made by Andrew Landstern, a Swedish passenger:

"About 2 o'clock p. m. on the 30th of September, when the fire broke out on board of the *Austria*, I was standing on deck about amidships, and saw the flames coming up through the windward hatch, three or four feet high. On running forward I perceived the flames breaking through the fore hatches. At that time I saw the captain rushing upon deck; I saw him take his coat and run to the side of the vessel as if he was going to jump overboard. Mr. Swenson, a Swede, seized him by the arm, pulled him back from the rigging, and asked him what he was going to do. The captain's answer was to the effect that he did not know what he was about. The captain then ran aft and I lost sight of him, being on the fore-part of the vessel, among the great bulk of the passengers. I saw that the fire increased rapidly, and that it threatened us in an awful manner. The passengers were so closely pressed that they were pushing one another overboard. I managed to get as far as the rope rigging, and catching hold of a rope made it fast to an eye-bolt. With this rope I made a sling, so as to be able to sit in it about two feet from the water. I succeeded in doing this about ten minutes after the fire had broken out. While in this position, and about three quarters of an hour after the fire had broken out, I saw the fore and main mast go over board on the starboard side, and I was in great danger of being knocked off by the yard, which hung on the side of the vessel, and fell into the sea only when the rigging was burnt. Looking around to see if anything was floating which I could lay hold of, I observed the end of the main mast sticking about two feet out of the water. The rigging on the top end of it must have got entangled in the crew. I let myself down, and swam to get hold of it; got on the top of it, and thus succeeded in keeping afloat. At this time, I saw three persons hanging on to the side of the vessel by ropes, and I threw a piece of rope to one of them, who proved to be the cook. I pulled him up, and held him up alongside of me, where he remained the whole night. We saw a number of bodies floating around us during the night. Until dusk the crew moved slowly round whenever the steamer lifted at the stern. To prevent myself being burned, I was obliged to take off my coat and sink it in the sea, and put on my side. I turned my shoulders once, not being able to protect that part of my body. I still suffer from numerous burns. When the fire broke out I observed two vessels in the distance. One of them, a French bark, hove to within about a mile of the burning steamer about 5 p. m., and sent two boats toward her; but neither of these boats came nearer than halting distance to the steamer. I saw them picking up persons floating about. They kept on the windward side of the steamer. Saw them only occasionally when the steamer swung round. The boats were employed in this way until dark, when they returned to the bark. I perceived a light hoisted on her mast till about 10 o'clock. I think I saw the same vessel the next morning about 2 a. m. On the 11th, I saw a ship close to the wreck, which proved to be the *Catania*. The ship having to make a tack to the windward of the steamer, it was about day break when the captain of the *Catania* sent his longboat to pick us up. Eighteen persons were then found on the bowsprit, three, including myself, in the water at the vessel's side, and one aft on the railing of the steamer. A young girl with her brother had remained all night on the bowsprit, hanging by the rigging. We were picked up by the *Catania* in about half an hour. I was the last but one picked up, and do not believe I could have held on much longer, as I was getting exhausted, and the sea becoming rougher, though, indeed, it had broken over me all the time."

## Congressional Nomination—Fires.

BOSTON, Monday, Oct. 4, 1858.

The American Convention in the 14th District nominated N. A. Thompson for Congress this evening. It was somewhat expected that the Convention would ratify the nomination of Mr. Conant by the Republicans, but the Americans were not to be outdone. The Convention destroyed the large two-story building, 200 feet long, occupied by Jas. D. Russell and Jos. S. Paquet, glassware manufacturers. Loss \$8,000. Three or four adjacent buildings were also injured. The Bunker Hill street, Charlestown, yesterday afternoon, destroyed four dwellings, stable and a paint shop. Loss \$10,000, of which only \$300 is insured.

## Paper Mill Burned.

BOSTON, Monday, Oct. 4, 1858.

The extensive paper mill of Thomas Rice, Jr., at Newton Lower Falls, was totally destroyed by fire yesterday morning. The loss is \$15,000, and is nearly covered by insurance.

## Railroad Accident.

LOUISVILLE, Ky., Monday, Oct. 4, 1858.

The cars on the Memphis and Charleston Railroad ran off the track near Huntsville on Saturday. Several persons were wounded, but none fatally.

## Fishing Vessel Struck by Lightning.

HALEFAX, N. S., Monday, Oct. 4, 1858.

The fishing schooner *Recess* of Gloucester, Mass., was struck by lightning on Friday, had its mast split, and sustained other damage. One man was killed.

## Election in Halifax.

HALEFAX, N. S., Monday, Oct. 4, 1858.

Henry Poirer has been declared Mayor of this city, without opposition.

## The Fever at Savannah.

SAVANNAH, Monday, Oct. 4, 1858.

There were no deaths from fever to-day.

## The Fever at New-Orleans.

NEW-ORLEANS, Monday, Oct. 4, 1858.

The deaths from fever yesterday were 68; and for the week they foot up 339.

## New Church in Newark.

NEWARK, N. J., Monday, Oct. 4, 1858.

The corner stone of the edifice for the First Baptist Congregation, in Academy street, near Bay, was laid this afternoon, in the presence of a large congregation.

## Marine Disaster.

BOSTON, Monday, Oct. 4, 1858.

The body of a man and a valise were found on Dennis Beach this morning, supposed to belong to a Quincey schooner, which was wrecked on Yarmouth Bar on Saturday. The valise contained papers belonging to Wm. Parker, of Rockport. Two persons were seen on board the vessel when she struck.

## Vessel Picked Up at Sea.

NEW-BRITAIN, Monday, Oct. 4, 1858.

The steamship *Orizaba*, from Key West, found the British brig *Esperanza* drifting about in the Gulf, the captain dead, and all the crew sick with fever, and towed her into Apalachicola.

## The Yellow Fever at the South.

CHARLESTON, Monday, Oct. 4, 1858.

The Health Officers report 61 deaths from fever during the week ending Saturday inclusive.

SAVANNAH, Monday, Oct. 4, 1858.

The interments yesterday numbered 53, of which three were from yellow fever.

## Railroad Accident.

BALTIMORE, Monday, Oct. 4, 1858.

The train from Philadelphia due here at 3 o'clock this morning was detained till 5 o'clock by running over a horse at Perryville. The baggage-car was thrown from the track, and Peter McGirk, a baggage-master, killed, and another, named Linnar, severely hurt. None of the passengers were injured.

## THE MONTAUK MYSTERY SOLVED.

## A SLAVE SHIP SUNK.

## 900 SLAVES LANDED IN CUBA.

## The Ship Cleared from New-York.

## ARREST OF THE MATE AND FIVE SAILORS.

The vessel which was sunk at Montauk Point a few weeks ago, proves to have been the *Haides* of New-York. She sailed from this port several months ago for the coast of Africa, took in a cargo of 900 slaves, and landed them at Cardenas, Island of Cuba. There the captain left her, and the mate, whose name is McComber, sailed her up to Montauk Point, where he scuttled her. The crew were for the most part Portuguese.

It appears that Mr. Rynders received information three weeks since, that there were some suspicious circumstances connected with the sinking of the ship, which should be inquired into. He accordingly made Mr. DeAngelo, one of his constables, acquainted with the particulars, and sent him to inquire into the matter. Mr. DeAngelo shortly reported that the ship had been scuttled, that the crew had gone to different parts of the country, and that one of them had died of the African fever, contracted on the coast of Africa, and was buried at New-London. Upon receiving this information, Marshal Rynders sent Maurice O'Keefe and Theodore Rynders, two of his constables, in search of the crew of the vessel, and of facts connected with the sinking of the ship. They were not long in ascertaining that three of the men they were looking for, were in this city. These men were arrested early last week and imprisoned at the Marshal's office. The fact of their arrest was kept a profound secret till yesterday, so that those still at large would not be put on their guard.

From one of the prisoners the names of those engaged in the expedition were learned, and from further information from the same source, and upon consultation with Mr. Theodore Sedgwick, the United States District-Attorney, Marshal Rynders concluded to send the deputies, O'Keefe and Rynders, to Boston in search of the remainder of the crew. Arriving there they found two of them, whom they arrested and placed in the temporary custody of the proper authorities. The officers then proceeded to New-Bedford, near which place they arrested the chief mate, who had command of the vessel when she was scuttled. His name is McComber. They found him at his home, near New-Bedford, arrested him, and returned to Boston. During their absence, however, the friends of the two arrested in Boston had not been idle. No sooner had O'Keefe and the younger Rynders arrived than they were encountered by some very sociable personages, who were profuse in their advice and disinterested suggestions; so much so, indeed, that the New-Yorkers began to "smell a rat."

Their suspicions were right, for they learned shortly afterward that these gentlemen were friends of the slavers, and had even obtained a writ of habeas corpus to serve upon them, for the purpose of having the prisoners brought up. But the New-York officers were too sharp for the Bostonian gentlemen. A hack was procured and the deputies and their prisoners jumped in. Jehu cracked his whip, and off they flew to the railroad station, which they reached just in time to take the cars for New-York, successfully escaping the service of the writ upon them, and with it, possibly, a great deal of trouble. They arrived early on Sunday morning, and at once proceeded to Marshal Rynders' residence in Henry street, woke him up from his sleep, and greeted his opening eyes with a sight of the three prisoners. The Marshal was no time in jumping out of bed and ordering the prisoners to be locked up in Eldridge-street jail forthwith, to await examination.

The Marshal states that the name of the vessel is "Haides of New-York," instead of "Elizabeth of New-Orleans," as was stated a few days ago in the newspapers. This discrepancy is accounted for on the fact that they had nailed a piece of canvas on her stern, upon which was painted, in large letters, "Elizabeth of New-Orleans."

It appears that the *Haides* was fitted out at this port several months ago, and sailed to the coast of Africa, where she took in a cargo of 900 slaves. She then sailed for Cuba, and the slaves were landed at Cardenas. At that place the Captain left the vessel, and the first mate then took the command.

It is stated that the crew had some ill-feeling toward the mate, and he was fearful they had evil designs against him. The mate is an American, and the crew was composed mostly of Portuguese.

The mate prevailed on them to sail to the north, although they insisted on making the nearest port. They then sailed off Long Island, but dared not attempt to enter any port, as they did not have proper papers.

The Marshal understands that the remaining portion of the crew have left the country, and he has consequently given up further chase after them. He says he believes he has done his duty in doing what he has.

The examination of the parties will take place in the course of a few days. Mr. P. J. Jonckheuse, ex-Assistant United States District-Attorney, has been retained as counsel for the prisoners. The Marshal very justly gives great credit to his deputies in effecting these arrests, and it is to be hoped that their labors may not prove in vain.

## MARINE AFFAIRS.

## COLLISION AT SEA.

The packet-ship *Liverpool* from London and Isle of Wight, which arrived yesterday, Sept. 30, at 7:30 p. m., in lat. 44° 30', long. 49° 16', during a heavy fog, ran foul of the fishing schooner *Archie* of Provincetown. One man jumped on board the ship. Two others, named Frank Joseph and John Cohen, in attempting to get on board, fell overboard. The life boat was thrown to them, and a boat sent to the wreck to look for the crew off. Capt. Dyer reported his vessel sinking, and wished to abandon her. When the weather cleared, the schooner was close alongside, apparently in good condition. A boat was sent on board again, to ascertain the possibility of saving the vessel. Four feet water was in her. The

boat returned without seeing anything of the life boat or the two men.

## SAVAL.

Sergeant Tancréd brought down from Boston a detachment of Marines for the Paraguay vessels on Saturday. They were immediately sent on board the *Receiving Ship* North Carolina. Parser Eldridge, late of the United States steam-frigate *Niagara*, has replaced Parser John D. Gibson as Inspector of Provisions and Clothing at the Brooklyn Navy Yard.

We append a correct list of the vessels attached to the Paraguay fleet, with the complement of officers, men and guns, on board:

Frigate and Gun.	Officers.	Men.	Guns.
<i>Receiving Ship</i> North Carolina	20	250	20
<i>Receiving Ship</i> South Carolina	19	250	20
<i>Receiving Ship</i> West Virginia	19	250	20
<i>Receiving Ship</i> Texas	19	250	20
<i>Receiving Ship</i> Florida	19	250	20
<i>Receiving Ship</i> Alabama	19	250	20
<i>Receiving Ship</i> Louisiana	19	250	20
<i>Receiving Ship</i> Mississippi	19	250	20
<i>Receiving Ship</i> Arkansas	19	250	20
<i>Receiving Ship</i> Missouri	19	250	20
<i>Receiving Ship</i> Illinois	19	250	20
<i>Receiving Ship</i> Indiana	19	250	20
<i>Receiving Ship</i> Ohio	19	250	20
<i>Receiving Ship</i> Kentucky	19	250	20
<i>Receiving Ship</i> Tennessee	19	250	20
<i>Receiving Ship</i> Georgia	19	250	20
<i>Receiving Ship</i> South Carolina	19	250	20
<i>Receiving Ship</i> North Carolina	19	250	20
<i>Receiving Ship</i> Virginia	19	250	20
<i>Receiving Ship</i> Maryland	19	250	20
<i>Receiving Ship</i> Delaware	19	250	20
<i>Receiving Ship</i> Pennsylvania	19	250	20
<i>Receiving Ship</i> New York	19	250	20
<i>Receiving Ship</i> New Jersey	19	250	20
<i>Receiving Ship</i> Connecticut	19	250	20
<i>Receiving Ship</i> Rhode Island	19	250	20
<i>Receiving Ship</i> Massachusetts	19	250	20
<i>Receiving Ship</i> Vermont	19	250	20
<i>Receiving Ship</i> New Hampshire	19	250	20
<i>Receiving Ship</i> Maine	19	250	20
<i>Receiving Ship</i> New Brunswick	19	250	20
<i>Receiving Ship</i> Nova Scotia	19	250	20
<i>Receiving Ship</i> Prince Edward Island	19	250	20
<i>Receiving Ship</i> Newfound	19	250	20

The *Receiving Ship* *Alabama* and *Perry* are on the Brazil Squadron at present, having relieved the *Savannah*, *Germantown* and *Bainbridge* last year; at the other vessels are preparing for sea at the different Navy Yards, except the *Bainbridge*, which is on the Coast of Africa, under orders to sail immediately for Buenos Ayres. It is now over two years since Capt. Hunter, U. S. N., the world-renowned despatcher, wanted Commodore Salter, then Commander-in-Chief of the Brazil Squadron, to allow him to take summary vengeance on the authorities of Paraguay for firing on the *Water Witch* and killing the helmsman, asserting that his vessel, the *Bainbridge*, could, if her water tanks were taken out, go up all the way to Acumision; and that he could charter ten brig and schooners in Rio, Montevideo and Buenos Ayres, which, when manned with sailors and marines from the *Germantown* and *Savannah*, would have Lopez "kneeling to the American flag" in a month. Commodore Salter refused to listen to the proposition, which fact so exasperated the Captain that he perpetrated crimes which called for his immediate suspension. His farewell words to the Commander-in-Chief are characteristic of the man. "Well, Commodore, a bucket of water would quench this fire now, in six months the full of every horse in the squadron won't put it out. I could settle it to-morrow; it will take ministers and men-of-war larger than my little brig to arrange this trouble yet." Very true.

The Navy Department has now decided that all naval captains in command of expeditions shall henceforth be called Admirals, and be honored, obeyed, and saluted as such. Accordingly *Admiral* Schultze of the *Saline*, now flies his broad flag from the fore instead of the main mast of the ship.

## THE NACARAGUA ROUTE.

The steamship *Nicaragua* will sail hence on the 18th inst. for San Francisco and intermediate ports, to take her place on the Pacific side in this line. The steamer from the Atlantic side will sail on the 20th of this month.

## DISCIPLINE AT SEA.

The immense loss of life attendant upon the burning of the steamship *Austria*, elicits, of course, all kinds of recommendations for the future. But the most novel precaution is that adopted by Capt. Pearson of the Pacific mail steamship *John L. Stephens*. No sooner does his vessel leave port than he assigns to each passenger a position in one of the lifeboats, and the men are enrolled into a boat guard, and drilled each day in all the minute of launching the boats, &c. The idea has proved a popular one on the Pacific side, and many passengers have been known to wait at both ends of the route for his ship in preference to any other vessel. This is a capital precaution, and might prove beneficial on our Atlantic Ocean steamships.

## SLOOP UPSET—ONE MAN DROWNED.

The sloop *Mary Elizabeth*, loaded with stone, and lying at the foot of Thirty-third street, E. R., was upset Sunday forenoon, and one of the crew named Peter Farrell was drowned. The body being recovered soon afterward, Coroner Gamble was notified to hold an inquest.

## LOSS OF THE BRIG J. E. NEVINS.

The brig *J. E. Nevins*, Capt. Tiley, from New-York for St. John, N. B., laden with four and a half tons of coal, was on Wednesday night, Sept. 22, the brig was brought to anchor on Tuesday night in a fog. On Wednesday an attempt was made to proceed on the voyage, but finding it impossible to get clear of the shoals, the anchor was thrown over. The vessel drifted, and the vessel went ashore.

Yesterday the hull was floated off the beach, but was afterward driven back. The larger portion of the cargo has been saved in a damaged condition.

The *Nevins* was built here by Mr. W. H. Hall, and started on her first voyage last October. She was a substantial vessel. Insured for \$12,000 in four offices. (Eastport (Me.) Sentinel.)

## SEIZURE OF A SCHOONER.

The *Norfolk* *Agnes*, a schooner of the name of Cranberry Isles, Me., in G. B. Barker, Captain, was brought to New-York on Wednesday night, having been seized for a violation of the Slave Inspector law in August last, in halving gone to sea in the night, upon a voyage from Richmond to Boston, without submitting to a search. The *Willow* was on a voyage to New-York, and was seized by the *Agnes* on Wednesday. The captain has agreed to pay the fine \$500, thus releasing his vessel without contesting the matter in the Courts.

## POLITICAL.

## IXTH DISTRICT.—The Republican Conference of the

IXth Congressional District met, by appointment, at noon yesterday, at the American Hotel in Sing Sing. Delegates present: Westchester, H. Rockland, 4; Putnam, 4. Only one absent. After full and free consultation, the Convention was called to order, at 2 p. m., by the Hon. J. V. Prock, on whose motion Mr. J. G. MILLER of Putnam County was made President. With W. T. B. Milliken of Westchester and F. L. Nichols of Rockland as Secretaries. Mr. H. GREENEY of Westchester moved that, inasmuch as other parties hostile to the Federal Administration—especially to the Leconte policy—had indicated a desire to confer with us, with a view to harmonious action in the ensuing contest, this Convention should adjourn to Tarrytown, at noon, on Tuesday, the 19th inst., which was unanimously agreed to.

## AMERICAN COUNTY CONFERENCE COMMITTEE.—The

Conference Committee of Twenty-two, appointed by the American County Nominating Convention, to confer with a similar committee from the Republican Convention, met last evening at the Westchester House, Bowers, and arranged to meet in joint Convention with the Republican Committee on Wednesday evening, at No. 618 Broadway.

## THIRD CONGRESSIONAL DISTRICT.—The American

Convention for this District, met at 7 1/2 o'clock last evening, at the Park House, Hudson street, and after appointing a committee to confer with the Republicans, adjourned.

## XXIVTH DISTRICT.—The Leconte Committee of Onondaga

County have nominated Wm. Taylor for Congress. The Convention passed a resolution lauding "the Administration of James Buchanan in all its parts."

## ONEVO COUNTY.—At the Republican Convention

held in Mexico on Thursday last, Samuel R. Taylor, of Oswego, was nominated for County Clerk; L. Goulding, John Saxley and Orson Ames for Superintendents of the Poor; and H. M. Stevens for Justice of Sessions. In the 11th District, James J. Coit is the Republican nominee for the Assembly; and in the 11th, Berna Brockway received the nomination.

## CHENANGO COUNTY.—The Republican Convention

for Chenango County and for the 1st Assembly District met at Norwich Oct. 1. The former nominated Peter R. Rathbone of Greene for Sheriff, Erastus P. Smith of Guilford for Superintendent of the Poor, Blinn S. Still of Bainbridge and Wm. H. Day of Plymouth for Coroner, and Eliza H. Prindle of Norwich for

Justice of Sessions. The Assembly Convention nominated Hiram Briggs of Sherburne.

## PERSONAL.

The *Boston Courier* is authorized to state that Dr. Gould is instructed by his legal counsel that, under the contract in writing which was referred to in the resolutions of the Trustees of January 9, 1858, he is entitled to the charge of the Dudley Observatory which he now has, and that the contract will be produced at the trial of the suit at law which is awaiting him in these resolutions is regarded as having nothing whatever answering to it in the contract, and is entirely irrelevant to its meaning and construction.

—Lord and Lady Napier leave this city for Niagara Falls to-morrow morning, by way of Auburn, where they will make a short stay with Senator Seward, and by whom they will be accompanied on their westward trip.

—It is rumored that the Hon. Joel Parker, Royal Professor in the Law School, contemplated resigning. It is said that the place has been offered to Judge Thomas of the Massachusetts Supreme Bench, but that he declines.

—The Hon. Aaron Ogden, Dayton, who has been for many years, during several successive Administrations, the Fourth Auditor of the Treasury, died suddenly yesterday morning at Philadelphia, while returning to Washington on this city.

—The late Dr. B. accepted this life in Basel, Switzerland, on the 4th September. For many years in his earlier life he took an active and efficient interest in the military establishment of this city, in which he held the rank of Major-General of the Third Division of Infantry.

## MOSLEM DISTURBANCES IN SYRIA.

From the *Boston Traveller*.

We have late private advices from Syria, from which it appears that the troubles there are by no means at an end. It is now certain that the Mussulmans are doing all in their power, by every means, to resist the reforms initiated by the Christians, and especially those which tend to the preparation of their faith. Europeans are objects of their peculiar hatred. Insurrections are feared in every city where the Franks have any foothold. At Alexandria the residents live in constant fear of a rising of the Arabs and the burning of the city. News of murders and robberies of the country is constantly being received. The cruelties practiced at Jiddah and Jaffa are being repeated in many smaller places. Routes that were formerly safe are now considered as impassable, and the whole country is now an unsafe residence for Europeans.

The whole power of the Sultan and of the Pasha is exerted to its fullest extent to produce quiet, but this has thus far resulted in turning the rage of the fanatics against the existing Government, and in giving rise to a plot for deposing the Sultan, and giving the scepter to his brother. So well known is the plot that a number of the Embassadors to Constantinople have given out that Europe will not recognize the title of the Sultan's brother in the event of a successful termination of the rebellion.

Our last advices from Alexandria show a horrible state of things. Our correspondent says: "There we heard of the murder of many Franks by the fanatical 'Mussulmans'; the report reached us that the 'Turks' had secreted 5,000 muskets at one time, and '20,000' at another, in their mosques, to be used in a general rising for the destruction of the Franks and 'Christian' residents of the city."

We have seen a letter from Beyrout of late date, in which it is stated that the American Consul for that place arrived there about the middle of July with his family, and that the raising of the flag of the Consul-General at Beyrout, was a pleasant sight for the American residents. The trial of the Jaffa criminals was then in progress, and it was regretted that the Dixon family, whose numbers were thinned by the Arabs there, had returned to America, as it was feared that some of the number might be sent to Beyrout by way of punishment for their identification. It will be recalled that the remainder of this family, who belong in Massachusetts, reached Boston but a few days since.

A rumor of disturbances at Mount Lebanon had reached us from the Pasha there, who is only second in dignity to the Grand Vizier, had upon the representations of the Consuls at that place, dispatched a troop of soldiers to quell the rebellion, as well as to protect the foreigners. A number of missionaries on the way to mount parts of Palestine were at Beyrout awaiting the execution of the Jaffa criminals, fearing that it might cause a general insurrection throughout the country, and preferring to remain under the protection of the guns of the men-of-war.

The writer of the above-mentioned letter, which is dated Aug. 11, says:

"An English man-of-war arrived here yesterday, and a French man-of-war came last week. A Turkish frigate stationed here sailed for Tripoli a few days since."

A new trade is springing up between the Utes and Pious Indians—that of selling and buying slaves. At Harmony, a Pious Indian, who was from Washington, had a younger husband, married her before the muzzle of his rifle to Cedar, where they were quartered, having come here for the purpose of buying slaves for the United States troops.

As so-called fair prices for the purpose of having her sold more than gratified. It is understood that agent G. Hunt is encouraging this trade.

A few days since a noise of crying was heard in the streets; I went out and saw an Indian dragging along his squaw, who was howling bitterly. Upon asking what was the cause, he replied, "Kitsashini mi"—she does not want me; having also conceived a desire for another husband, and probably she may be likewise accommodated. There are soldiers enough here, who have nothing to do or think of, to furnish all the disaffected squaws in the Territory with temporary husbands.

## THE PHILADELPHIA NAVY YARD.—It is a sight

worth the trip to the Navy Yard every evening as the workmen are dismissed. They are crowded in upon each other in the shops, and when 6 o'clock p. m. arrives, they are all in a tumultuous throng.

It is estimated that at least sixteen hundred persons are now employed in the Navy Yard. Nobody pretends that they are needed there. No one doubts that hundreds are engaged only for their votes and their assistance between now and the 1st of October. It is estimated that thousands of dollars are thrown away every day to help those in whose name these persons have been put on the pay-roll at the Navy Yard. Nothing like it has ever been seen in this city.

The openness of the outrage shows how rampant Leconteism has become in its most degraded and how inefficient it